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San Diego County Transportation Authority: Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

San Luis Obispo County Transportation Commission: Keith Millhouse, Moorpark

MEETING OF THE

REGIONAL COMPREHENSIVE PLAN TASK FORCE

Monday, September 17, 2007

12:30 p.m. – 1:30 p.m.

SCAG Offices

818 West 7th Street, 12th Floor

Conference Room Riverside B

Los Angeles, CA 90017

213.236.1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at 213.236.1993 or salcido@scag.ca.gov

Agendas and Minutes for the Regional Comprehensive Plan Task Force are also available at:

www.scag.ca.gov/committees/rcp.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

REGIONAL COMPREHENSIVE PLAN TASK FORCE

AGENDA

September 17, 2007

1.0 CALL TO ORDER

Honorable
Pam O'Connor, Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Minutes of August 13, 2007

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5.0 INFORMATION ITEMS

5.1 RCP Chapters for Economy, Security and
Emergency Preparedness, and Transportation
Attachment

Doug Kim
SCAG Consultant

10 Minutes

Staff will present a summary of the Goals and Outcomes for these chapters to the Benchmarks Task Force.

6.0 ACTION ITEMS

6.1 Preliminary RCP Executive Summary
Attachment

Doug Kim
SCAG Consultant

30 Minutes

Staff will present the RCP Executive Summary for the Task Force's consideration.

Recommended Action:

Approve the RCP Executive Summary for release to the policy committees

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SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

REGIONAL COMPREHENSIVE PLAN TASK FORCE

AGENDA

7.0 OTHER INFORMATION ITEMS

7.1 Update on RCP Process Attachment

Doug Kim
SCAG Consultant

15 Minutes

8.0 CHAIR'S REPORT

Honorable
Pam O'Connor, Chair

9.0 STAFF REPORT

10.0 FUTURE AGENDA ITEMS

11.0 ANNOUNCEMENTS

12.0 ADJOURNMENT

The next meeting of the Regional Comprehensive Plan Task Force is to be determined.



Regional Comprehensive Plan Task Force

Minutes for August 13, 2007

The following minutes are a summary of actions taken by the Regional Comprehensive Plan Task Force.

The Regional Comprehensive Plan Task Force held its meeting at the Southern California Association of Governments offices in Los Angeles. There was a videoconference at the SCAG Inland Office in Riverside. The meeting was called to order by Member Toni Young, City of Port Hueneme.

Committee Chair: Pam O'Connor, Santa Monica

Members Present

Cook, Debbie
Feinstein, Mike
Garcia, LeeAnn
McCallon, Larry
Miller, Michael
Nowatka, Paul
O'Connor, Pam
Parks, Linda
Young, Toni

Representing

Huntington Beach
Ex-Officio
Grand Terrace(Video)
Highland
Ex-Officio
Torrance
Santa Monica
Ventura
Port Hueneme

Members Absent

Fesmire, Melanie
Pettis, Greg

Representing

Indio
CVAG

1.0 CALL TO ORDER

Paul Nowatka, Vice-Chair, called the meeting to order at 10:05 a.m.

2.0 PUBLIC COMMENT PERIOD

None offered.

3.0 REVIEW AND PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Minutes of July 9, 2007

The minutes of July 9, 2007, were approved.

5.0 INFORMATION ITEM

5.1 RCP Development Update

Doug Kim, SCAG Consultant, provided a status report on the development of the Regional Comprehensive Plan (RCP). He informed the group that the Goals, Outcomes, and Action Plans for the Air Quality, Water, and Solid Waste chapters will be forwarded to the EEC on August 30 for their information.

5.2 Education White Paper

Christine Fernandez, SCAG Staff, provided a report on the Education White Paper written by David Abel of New Schools Better Neighborhoods. Members of the task force approved of the school-centered neighborhoods through joint use ideas discussed in the paper. However, it was noted that there were portions that seemed a little like a commercial as well as some degree of repetition. Task Force members requested that these minor concerns be taken care of.

6.0 ACTION ITEMS

6.1 Preliminary Economy Goals, Outcomes, and Action Plan

Joanne Ruddell, SCAG Staff, presented the Preliminary Economy Goals, Outcomes and Action Plan to the group for its consideration. Members of the task force noted the need for inclusion of additional discussion points including local self-reliance and increased circulation of capital in local areas, employment in green technology, education and health care. Task force members then asked about a previous version of the chapter that had been written through a series of collaborative efforts by Michael Feinstein, Paul Nowatka, and Toni Young. It was decided that this previous version would be retrieved and reworked with the help of the three task force members for presentation to CEHD.

6.2 Preliminary Security and Emergency Preparedness Goals, Outcomes, and Action Plan

Alan Thompson, SCAG Staff, presented the Preliminary Security and Emergency Preparedness Goals, Outcomes, and Action Plan to the group for its consideration. Other issues that task force members requested be considered included the decentralization of assets to reduce the desirability of an attack and that data sharing only be conducted with appropriate privacy and civil liberty concerns.

6.3 Preliminary Transportation Goals, Outcomes, and Action Plan

Alan Thompson, SCAG Staff, presented the Preliminary Transportation Goals, Outcomes, and Action Plan to the group for its consideration.

7.0 CHAIR'S REPORT

8.0 STAFF REPORT

9.0 FUTURE AGENDA ITEMS

Regional Comprehensive Plan Task Force

Minutes for August 13, 2007

10.0 ANNOUNCEMENTS

11.0 ADJOURNMENT

The meeting was adjourned at 12:00 p.m. The next Task Force meeting is scheduled for September 10, 2007 from 10:00 a.m. – 12:00 p.m.

REPORT

DATE: September 17, 2007

TO: Regional Comprehensive Plan Task Force

FROM: Douglas Kim, (213) 236-1867, kimd@scag.ca.gov

SUBJECT: Preliminary RCP Executive Summary

RECOMMENDED ACTION:

Forward the preliminary Executive Summary for the Regional Comprehensive Plan to Community, Economic, and Human Development Committee for future consideration.

BACKGROUND:

The Regional Comprehensive Plan (RCP) is centered on a Vision of long-term sustainability for the region that balances the needs for resource conservation, economic vitality, and quality of life. The RCP will be a structured policy blueprint that can move the region toward long-term sustainability.

Staff has prepared an Executive Summary that outlines the key themes in the pending Draft RCP for review and comment by the Task Force. These are themes that would be carried through the document, a draft of which is tentatively scheduled for review by the RCP Task Force in October.

EXECUTIVE SUMMARY

REGIONAL COMPREHENSIVE PLAN: CHARTING A PATH FOR SOUTHERN CALIFORNIA'S FUTURE

Each year, the Southern California Association of Governments releases its State of the Region Report Card, and we're never surprised when we see failing grades. As a region, we have not done enough to confront the issues that threaten public health, the environment, the economy, and our quality of life. In 2007, we are facing an historic air pollution crisis, traffic jams that have no end in sight, housing issues, and many other realities that are unacceptable.

We need to make historic changes in our lifetime that change the way our region functions and unravels years of failing grades.

Our challenges only get bigger as we face stricter mandates in the face of continued growth.

Failure to act is unacceptable because it abandons the responsibility to our children as stewards of this region's lands and resources.

The Regional Comprehensive Plan (RCP) is a problem-solving document that directly responds to what we've learned about Southern California's challenges. It builds off the lessons we've learned from the State of the Region and sets a path forward in two key ways. First, it ties together SCAG's role in transportation, land use, and air quality planning and says we need to do more than we're doing today. For example, while the RCP is based on the growth management framework of the Compass Blueprint, it further promotes environmental policies that help to "green" the region and lay the groundwork for a more robust 2012 update of the Regional transportation Plan. Second, it recommends key roles and responsibilities for

public and private sector stakeholders and invites them to implement reasonable policies that are within their control.

This is a proactive, big-picture advisory plan that defines what a livable, sustainable, successful region looks like and challenges us to push through barriers that have helped get us here. The RCP describes what our region could look like if current trends continue, defines a vision for a more balanced region, and recommends an Action Plan that could get us there by 2035. By balancing resource conservation, economic vitality, and quality of life, it lays out a long-term planning framework that shows how we can respond to growth and infrastructure challenges comprehensively.

The RCP recognizes that there are many ways to address the region's challenges. As such, while the RCP recommends solutions by calling for more integrated resource planning, it does not mandate them. For example, local governments are asked to consider this Plan's recommendations in General Plan updates, municipal code amendments, design guidelines, and other implementing actions. However, they and other stakeholders could choose to find alternate ways to achieve the same goals and objectives. The key is to begin talking about what the challenges are, defining success, and implementing solutions.

The RCP is being developed to:

- Respond to the Regional Council's direction to develop a comprehensive plan that looks at environmental, social, and economic issues in concert and recommends policies that SCAG, local governments, and other stakeholders should consider.
- Inform local, subregional, and county economic and resource plans that are often limited by geography or

scope. For example, a county-wide resource plan for open space may fail to recognize the habitat value of linking to adjacent county open space plans.

- Meet federal transportation planning requirements that call for more integrated resource planning, particularly increased integration of environmental concerns into transportation plans through expanded consultation.
- Improve guidance to local governments through more comprehensive regional input into the development of local General Plans and major development through the region's Intergovernmental Review process.
- Provide a regional response and strategy for meeting climate change mandates that call for dramatic reductions in greenhouse gases.
- Offer a comprehensive, integrated policy plan that helps position Southern California to get its fair share of revenue from federal and state funding programs, such as the traffic, housing, water, and parks infrastructure bonds approved in 2006.
- Help stakeholders make the most of their limited resources by highlighting priority policies for future implementation that maximize benefits both locally and regionally.

Ultimately, the RCP sets the stage for regional dialogue that translates into action, but doesn't guarantee success. Instead, success depends on the region's ability to agree on our challenges, evaluate solutions, and implement change through consensus. As the council of governments for Southern California, SCAG is uniquely positioned to work with its 187 member agencies to take a leadership role in sustainability planning. As the region's metropolitan transportation organization, SCAG can help

prioritize federal and state funds for programs that support the RCP's vision and outcomes.

To that end, SCAG proposes to update the RCP on a regular basis in concert with the Regional Transportation Plan to reflect changes in legislation, technology, policy, and other variables.

ASSESSING OUR CHALLENGES

Southern California is witnessing historic change at the global, national, and regional level. As our world continues to change in sometimes dramatic ways, our built-out region is increasingly faced with tougher, visible policy decisions that will shape what our region could look like in 2035 if we don't change the way we do business:

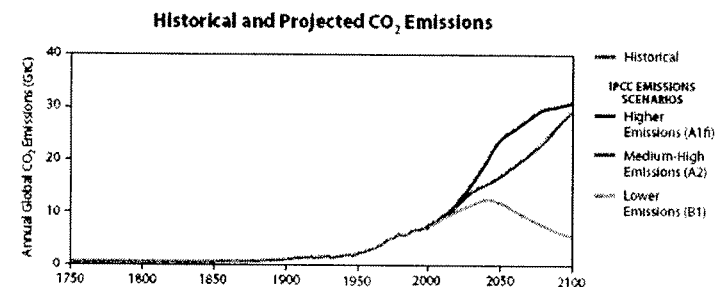
- Our region's population continues to grow and challenges us to find better ways to grow. We need to work within the region and with our partners in Kern County to the north and San Diego County to the south to address growth issues that threaten our quality of life. Further, failure to do so threatens our open spaces that provide critical habitat and make our urbanizing region more livable.
- Making a real dent in traffic congestion is getting tougher and increasingly more expensive for everyone. Our difficult housing market and the "drive until you qualify" phenomenon have doomed more and more of us to the mega-commute through choked freeways and streets. Without solutions, traffic speeds on freeways will slow to 28 mph within twenty-five years. Major changes to the way we move people and freight must begin now.

- After decades of steady improvement, our air quality improvements have leveled off as growth has begun to offset the technological advancements that have served us until now. Today, we face an air quality crisis where more than 5,000 people die prematurely from fine particulate matter. We must respond to more stringent air quality standards for PM2.5 and even unregulated smaller pollutants called nanoparticles by reducing our reliance on petroleum-based, combustion engines.
- The limits of our energy supply are increasingly tested every summer with constant threats of rolling blackouts. We are dependent on imported petroleum, natural gas, coal, which account for 85 percent of our energy use. As we question the long term viability of a petroleum-based energy future, we can't afford to wait on exploring real options to combustion-based energy sources.
- Our water supplies are increasingly threatened and growth is often limited by whether there's adequate supply to service new projects. The quality of our surface and groundwater supplies is equally important and must be protected through better management practices.
- As our demographics continue to change, our economy continues to become more service- and technology-oriented, with manufacturing outsourced to other regions and other countries. Over time, our region needs to find a balance that promotes regional economic sustainability through promotion of local industries and our
- We're running out local landfill space and are now exporting waste by rail to the outer boundaries of our

region and beyond. We need to step up our efforts on recycling, reuse of materials, biomass, and conversion technologies.

In addition, there are outside forces on a national or international scale that impact our region:

- Climate change. The body of scientific evidence shows that our global climate is heating up at unprecedented rates that threaten life as we know it. The vast Southern California region has contributed to the highest CO2 emissions levels in recorded history. This threatens to impact all aspects of our communities, whether it's reduced water supplies, habitat loss, worse air pollution, or public health impacts. The secondary effects of climate change are almost as troubling; for example, hotter cities need more cooling, which increases power plant usage that contributes further to the vicious cycle of greenhouse gases.
- Energy uncertainty. As the peak of the world's petroleum (crude oil) production rate is reached, there could be profound consequences to our region's economy. Southern California's transportation,



agricultural and industrial systems are highly dependent on inexpensive oil. Any post-peak

production decline and resulting price increases will have negative implications for the global and regional economy; the severity will depend on the rate of decline and the linked increases in prices and our ability to find alternatives for petroleum.

- Global economy. If Southern California were a country, we'd be the 15th largest economy in the world. In this globalized economy, our region is increasingly susceptible to outside influences that pose further challenges.

These challenges call for proactive action, and the consequences of inaction are potentially profound. This need for action is all the more urgent because failure to address one issue affects so many other areas. For example, failure to address energy supply issues has direct and indirect impacts on air quality and public health.

FORMING A VISION AND IMPLEMENTING AN ACTION PLAN

The RCP is a structured policy framework that links broad visionary principles to an action plan that moves the region towards balanced goals. It is based on the following vision and guiding principles:

RCP Vision

To foster a Southern California region that addresses future needs while recognizing the interrelationship between economic prosperity, natural resource sustainability, and quality of life. Through measured performance and tangible outcomes, the RCP serves as both an action plan for implementation of short-term strategies and a call to action for strategic, long-term initiatives

that are guided by the following Guiding Principles for sustaining a livable region.

RCP Guiding Principles

1. Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
2. Foster livability in all communities. Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing and equal distribution of environmental benefits.
3. Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
4. Promote sustainability for future generations. Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

The RCP looks at nine key areas of public policy that are linked closely to these guiding principles (list nine chapters in sidebar). Each chapter of the RCP will focus on three levels of detail:

- **Goals.** Each goal will help define how sustainability is defined for that resource area.
- **Outcomes.** These focus on quantitative targets that define progress toward meeting the RCP's Goals.

Where possible, they are clearly defined (e.g., a 20% reduction in greenhouse gas emissions from 2007 levels), capable of being monitored with existing or reasonably foreseeable resources, and have a strong link to sustainability goals.

- **Action Plan.** This critical part of the RCP lays out a comprehensive implementation strategy that recommends how the region can systematically move to meet the RCP's quantitative Outcomes and achieve its Goals, Guiding Principles, and Vision. The Action Plan is comprised of two parts:
 - **Constrained Policies.** This includes a series of recommended near-term, feasible policies that stakeholders should consider for implementation. For example, the RCP will call on SCAG to adopt certain policies that reflect its role as a planning agency, council of governments, and metropolitan planning organization. The RCP also recommends potential policies for consideration by local governments and other key stakeholders. Clear policies will improve the Intergovernmental Review process and help SCAG and local governments assess the consistency of local projects to the RCP.
 - **Strategic Initiatives.** This encompasses longer-term strategies that require significant effort to implement but are necessary to achieve the RCP's desired Goals and Outcomes. Most of these initiatives are not constrained and will require political will, enabling legislation, new funding sources, and other key developments to become a reality. In most cases, this tier of strategies is the key to achieving the region's sustainability Goals and Outcomes.

The RCP identifies policies that represent best practices or address needed reform for each resource area. However, public agencies and local stakeholders must find ways to evaluate and prioritize the best options in resource-constrained environments where funding is limited.

SETTING PRIORITIES

Because there is no silver bullet that can solve our region's array of challenges, our region is faced with many policy options that should be evaluated before tough decisions are made. There are a variety of performance measures that can be used to rank policy options, such as cost-effectiveness, cost-benefit ratio, and environmental benefits.

Because of its holistic view, the RCP looks at the body of recommended policies and highlights those that can produce multiple resource benefits. In doing so, the RCP provides a framework for local decision-making that helps advance those policies that "provide multiple benefits for the price of one." The RCP's priority policies are based on the following qualitative criteria:

- Potential for direct and indirect benefits over multiple resource areas.
- Potential to address other policy objectives, such as including public health and environmental justice.
- Potential to respond to climate change concerns and mandates.

ROLES AND RESPONSIBILITIES

As an advisory document, the RCP identifies potential policies that the public and private sector should consider in its planning and daily operations. The RCP reaffirms the

institutional roles that SCAG, local governments, resource organizations, and the private sector have in resource planning and program. To that end, the RCP recommends the following roles and responsibilities for key stakeholders:

- SCAG. In its role as a council of governments, can take a leadership role by working with its member jurisdictions to promote sound planning policies through guidance, financial incentives, and other means. The RCP continues an ongoing dialogue with 187 local governments on how to develop consensus about how Southern California thinks globally and regionally and act locally. In its role as a metropolitan planning organization, SCAG can also help advance integrated policies through its funding decisions.
- Local governments. Through their police powers, local governments have the land use authority to promote balanced growth and other local initiatives that promote integrated planning. In their capacity as major employers, cities also can set an example in their communities by adopting proactive policies that reduce waste, promote energy efficiency, and address other goals.
- Transportation commissions. With their role in planning and programming transportation projects, commissions can modify their criteria to help promote integrated planning objectives. While mobility benefits will also be a critical factor, commissions can look at other environmental and social criteria to provide a more balanced view of the benefits of their plans, programs, and projects.
- Resource agencies and conservation groups. These organizations work every day to promote better resource management, economic development, and other social and environmental policies and programs.

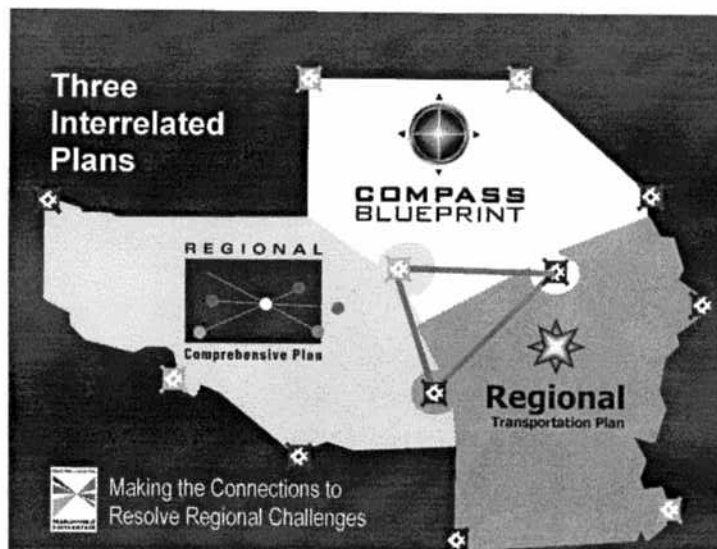
The RCP offers these organizations the opportunity to discuss challenges and opportunities through a more regional approach.

- Private sector. While businesses can respond to government mandates, they can volunteer to take a proactive role in addressing the goals of the region. Whether it's reducing consumer waste associated with product packaging or promoting greener building practices in new development, the private sector has a key role in promoting programs that are consistent with the RCP.

RELATIONSHIP OF RCP TO COMPASS BLUEPRINT AND THE REGIONAL TRANSPORTATION PLAN

This integrated plan is closely tied to both SCAG's Compass Blueprint and Regional Transportation Plan. On one hand, the RCP complements the existing SCAG Compass Blueprint and the pending 2008 RRP. On the other, it also sets the direction for how both programs can evolve and become more integrated.

For example, the RCP builds off the growth management framework of the Compass Blueprint by promoting natural resource policies that help "green" the region as we move toward more sustainable growth. However, it also calls for improved integration of Blueprint into the Regional Transportation Plan. For example, future transportation plans should better promote projects that are designed to serve Compass Blueprint areas that have or are anticipated to have more population and job opportunities. Similarly, the RCP incorporates the recommendations from the existing RTP but also clarifies the need for further action in the future to address federal and state mandates.



REPORT

DATE: September 17, 2007

TO: Regional Comprehensive Plan Task Force

FROM: Douglas Kim, (213) 236-1867, kimd@scag.ca.gov

SUBJECT: Update on RCP Process

The Regional Comprehensive Plan (RCP) is scheduled for release in November 2007. To that end staff is developing two key documents that will be presented to the RCP Task Force. First, a preliminary Executive Summary that outlines the key themes of the Draft RCP will be presented on September 17. Second, a Preliminary Draft RCP would be presented to the Task Force in October for review and comment. Subsequently, the document would be reviewed by the SCAG policy committees on November 1, 2007. The Community, Economic, and Human Development Committee could authorize release of the Draft RCP at that meeting.

Staff will present further information on the current process of developing the Draft RCP at the September 17, 2007 meeting. Attached are several public comment letters received to-date on the RCP.



July 25, 2007

Jessica Kirchner
Associate Environmental Planner
SCAG
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Subject: Notice of Preparation of a PEIR for the 2008 RTP and 2008 RTP

Dear Ms. Kirchner:

Thank you for the opportunity to comment on the scope and content of the environmental information that will be evaluated in the Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and 2008 Regional Comprehensive Plan (RCP).

On behalf of the Lake Forest City Council, I must convey the importance of the RCP remaining a *voluntary* initiative as noted in the NOP. Although SCAG member agencies should have the discretion to implement the RCP policies and principles if they so choose, the voluntary nature of the RCP should be clearly explained in the PEIR document.

Again, thank you for the opportunity to submit comments. The Lake Forest City Council appreciates your continual efforts to explore innovative approaches to land use and transportation planning. Should you have any questions regarding our comments, please contact Benjamin Siegel, Assistant to the City Manager, at (949) 461-3537.

Sincerely,

CITY OF LAKE FOREST

A handwritten signature in cursive script that reads "Richard T. Dixon".

Richard T. Dixon
Mayor

Mayor
Richard T. Dixon

Mayor Pro Tem
Mark Tetterer

Council Members
Peter Herzog
Kathryn McCullough
Marcia Rudolph

City Manager
Robert C. Dunek





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www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

July 25, 2007

File No. 31R-250.10

Ms. Jessica Kirchner
Associate Environmental Planner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Dear Ms. Kirchner:

**Notice of Preparation of a Program Environmental Impact Report for the
2008 Regional Comprehensive Plan**

The County Sanitation Districts of Los Angeles County (Districts) received the Notice of Preparation for the above-mentioned project dated June 27, 2007. Regarding solid waste management for the above-mentioned project, the Districts offer the following comments.

In addition to supporting recycling and diversion programs, it is recommended that Southern California Association of Governments (SCAG) support the assurance of available adequate disposal capacity through the expansion of existing landfills, and through the use of Waste-by-Rail in which waste will be transported via rail haul to remote landfills.

Even considering legislative efforts to further increase diversion levels in Los Angeles County, there is insufficient available or proposed disposal capacity within Los Angeles County to provide for its long-term disposal needs. In addition, public pressure and environmental concerns have resulted in the need to evaluate more distant locations for disposal facilities outside of urban areas.

The following bullet item should be added as an outcome of the "Zero Waste" goal on page 1 of the Solid Waste Chapter in the Regional Comprehensive Plan:

- Zero Waste proposals will continue to generate some residual material. Thus, SCAG regional jurisdictions should support the assurance of available adequate disposal capacity through completion of infrastructure to facilitate the transport of solid waste to remote or regional landfills via rail haul by 2011/2012.

Waste-by-Rail Background:

In the late 1980s, SCAG identified the need to secure additional disposal capacity for the region. A 1988 SCAG report recommended the Districts take the lead on soliciting proposals for a Waste-by-Rail system to serve the long-term disposal needs for Los Angeles County. In 1989, the Districts released a request for proposals for development of a Waste-by-Rail system. Several proposals were received, however, they all required waste commitments from cities to be financially successful. At that time, cities did not believe they were in a position to provide this commitment and consequently, the private sector made varying business decisions whether or not to continue with the development of Waste-by-Rail.

In early 1991, the San Gabriel Valley Association of Cities (SGVAC) Solid Waste Committee requested the Districts take a lead role in developing facilities that could be used as the foundation of a Waste-by-Rail system. This led to the formation of an Ad Hoc Committee, which was comprised of Districts' Directors and City Managers. The Ad Hoc Committee identified several obstacles to overcome to make rail haul a success: approval from other counties to receive Los Angeles County waste; siting and permitting a materials recovery facility (MRF) and rail loading facilities in Los Angeles County; and the substantial higher cost of Waste-by-Rail.

The Ad Hoc Committee went on to make recommendations as to how to overcome these obstacles and recommended that the Districts pursue the construction and operation of a MRF/rail loading facility at the Puente Hills Landfill (PHLF) capable of processing up to 4,000 tons/day of waste. The residuals (non-recyclable waste) were to be landfilled at the PHLF or transported by rail to a remote site when the PHLF was no longer available. The Puente Hills MRF was to be the "cornerstone" of an initial Waste-by-Rail system. The second recommendation of the Ad Hoc Committee was to institute a cost-levelization program to support the future higher costs associated with a Waste-by-Rail system. Other recommendations of the Ad Hoc Committee were to prepare a Master Plan on the incorporation of additional facilities and to continue with public outreach related to Waste-by-Rail.

Remote Landfills:

The Districts entered into Purchase and Sale Agreements in August 2000 on the only two (2) fully permitted rail haul landfills in California: the Eagle Mountain Landfill in Riverside County and the Mesquite Regional Landfill (MRL) in Imperial County. Due to pending federal litigation, the Districts have not closed escrow on the purchase of the Eagle Mountain Landfill. The Districts closed escrow on the MRL in December 2002.

The MRL is permitted to accept up to 20,000 tons per day via rail haul from the Southern California counties of Imperial, Los Angeles, Riverside, San Bernardino, Ventura, Orange, and San Diego. The MRL is only permitted to accept residual municipal solid waste previously sorted at materials recovery facilities or transfer stations (MRF/TS). The Districts are pursuing concurrent final design and construction of the MRL facilities necessary to begin operations by 2009. This is consistent with the timetable in the CUP issued by the Los Angeles Regional Planning Commission for the Puente Hills Landfill. More information on the MRL is detailed in the enclosed fact sheet.

Los Angeles County Infrastructure:

In July 2005, the Districts began operating the Puente Hills Materials Recovery Facility, which is the cornerstone of the Waste-by-Rail System. The Puente Hills MRF is permitted to accept 4,400 tons per day, not to exceed 24,000 tons per week. The site currently accepts approximately 400 tons per day from select commercial waste upon a pre-approved basis. Residual solid waste loads are transported by truck to existing regional landfills within Los Angeles County and/or adjacent counties. The Puente Hills MRF

will be modified as necessary to operate as a rail container loading facility to tie into the Waste-by-Rail system. This facility helps Los Angeles County meet the 50% diversion rate required under California law while providing for cost effective transfer of solid waste to remote landfills. More information on the Puente Hills MRF is detailed in the enclosed fact sheet.

In November 2004 the Districts entered into a Purchase and Sale Agreement with the Industry Urban Development Agency to acquire and develop the proposed Puente Hills Intermodal Facility (PHIMF) in Los Angeles County to load/unload rail containers for two (2) trains (approximately 8,000 tons) per day of municipal solid waste. The Districts would complete acquisition of the site following receipt of land use permits in early 2008. Following acquisition, final design and construction of the proposed PHIMF and related infrastructure would begin. The proposed PHIMF is scheduled to be operational by 2011/2012, to commence rail haul to the MRL. More information on the PHIMF is detailed in the enclosed fact sheet.

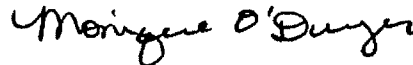
Waste-by-Rail Operations:

In the Waste-by-Rail system currently envisioned, municipal solid waste would be delivered to MRF/TS. At the MRF/TS, the waste would be loaded into fully enclosed and sealed containers. The containers would then be trucked to a local intermodal rail yard (e.g. proposed PHIMF) to be placed onto rail cars. In the MRL Waste-by-Rail system, the municipal solid waste will be transported approximately 210 miles to the site via the Union Pacific Railroad mainline, which extends from metropolitan Los Angeles to Glamis and then by a proposed 4.5-mile rail spur built to the site. From there, containers would be loaded onto trucks and transported to the MRL for disposal. After the solid waste is disposed of at the MRL, the empty containers would be loaded onto the train at the MRL intermodal yard for the return trip.

If you have any questions regarding these comments, please contact me at (562) 699-7411, extension 2405.

Very truly yours,

Stephen R. Maguin



Monique O'Dwyer
Project Engineer
Waste-by-Rail Section

W/Encl.

Development of the Puente Hills Intermodal Facility

SITE INFORMATION

Location: 2500 and 2520 Pellissier Place, City of Industry
Project site area: 17.2 acres

The Sanitation District has an agreement with the property owner, Industry Urban-Development Agency (IUDA), to purchase the site for \$23 million for the development of a dedicated, local intermodal facility. The Puente Hills Intermodal Facility (PHIMF) will serve the Sanitation Districts' waste-by-rail program. At the intermodal facility, rail-ready shipping containers of municipal solid waste (MSW) will be transferred from trucks to trains for transport to a remote landfill.

PROJECT DESCRIPTION

The proposed project includes three main features: 1) intermodal facility; 2) off-street access; and 3) rail improvements within Union Pacific Railroad (UPRR) right-of-way.

Intermodal Facility

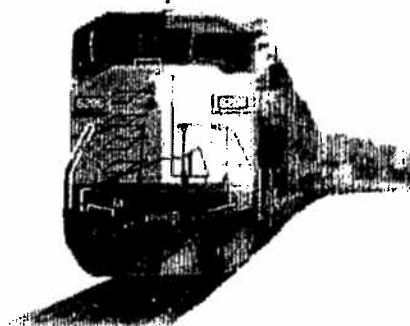
Design Capacity: 2 trains per day (~ 8,000 tons per day of containerized municipal solid waste)
Onsite Loading tracks: Six (each at approximately 800 ft in length)
Ancillary facilities: Administration building, employee/visitor parking, maintenance facilities, and container storage
Operating Hours: 24 hours per day, seven days per week

Off-street Access

To alleviate potential local traffic impacts, all inbound and outbound truck traffic to the intermodal facility would access the facility via the existing Puente Hills Materials Recovery Facility (MRF) entrance at Crossroads Parkway South. The Sanitation Districts would construct a dedicated off-street access (either a bridge or a tunnel) that would connect the Puente Hills MRF to the intermodal facility.

Rail Improvements within UPRR right-of-way

- Construction of two additional rail lines that would each span from Mission Mill Road to approximately 3,500 feet west of 7th Avenue
- Modifications to the Peck Road railroad bridge, existing railroad underpasses at Crossroads Parkway North and SR-60, and at-grade rail crossings at Workman Mill Road and Mission Mill Road
- Installation of new railroad signals and modifications to existing railroad signals
- Placement of track switches
- Construction of retaining walls along edge of UPRR right-of-way



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FACILITY OPERATIONS

The primary function at the intermodal facility is to load full containers of MSW onto rail cars and unload empty containers from railcars to trucks. No municipal solid waste would be processed at the facility; the facility would only function as a handling facility for containers carrying municipal solid waste that had been loaded elsewhere. When a train with empty containers enters the arrival track from the main line, the UPRR locomotives would disconnect from the train and either be stored on the maintenance tracks or depart this area. The train would be disconnected into approximately 800 foot sections of railcars, which would be pulled by a smaller switch locomotive onto the loading tracks at the facility. The process would be repeated until all six onsite loading tracks are full.

Containers of MSW would be offloaded from the railcars and placed directly onto a truck or stacked along the loading tracks using an overhead crane. The trucks would transport empty containers back to the Puente Hills MRF or other materials recovery facilities. When the railcars on the loading tracks are full of loaded containers, the switch locomotive would pull each section onto the departure track, where a full train would be assembled. UPRR locomotives would be utilized to transport the full train via the Union Pacific main line to the Mesquite Regional Landfill.

ENVIRONMENTAL PROTECTION

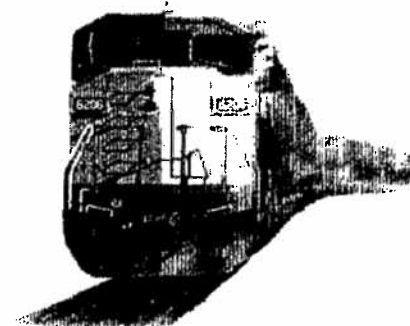
An environmental impact report is being prepared to evaluate potential environmental impacts from the facility and identify mitigation measures to minimize potential impacts. The Sanitation Districts are committed to using commercially available clean fueled or electric equipment. Sound walls or appropriate landscaping would be utilized to screen the visual impacts of the facility and to reduce potential noise impacts. Potential impacts to local traffic would be reduced through the construction of off-street access through the Puente Hills MRF. When the PHIMF is fully implemented, trash trucks coming to the Crossroads Parkway South entrance would be reduced by approximately 60%. Other mitigation measures will be identified in the environmental impact report.

ECONOMIC BENEFIT

The Sanitation Districts will pay the City of Industry an "Intermodal Facility Impact Fee" equal to 5% of the Sanitation Districts' gross receipts from the posted tipping fee at the intermodal facility.

PROJECT STATUS

- Approved an Option to Purchase agreement with IUDA to acquire property in November 2004
- Conditional Use Permit application filed with the City of Industry on December 22, 2005
- Land Use Permitting and CEQA Complete, acquisition of property by CSD – Early 2008
- Final Design Complete – Late 2008
- Construction Starts – Early 2009
- Start-up Operations – 2011/2012



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Mesquite Regional Landfill Project

SITE INFORMATION

Location:	Imperial County, 5 miles northeast of Glamis on Route 78
Purchase price:	\$44 million
Maximum tonnage:	20,000 tons per day of municipal solid waste
Tonnage reservation:	1,000 tons per day reserved exclusively for Imperial County
Landfill capacity:	600 million tons
Project life:	Approximately 100 years
Wasteshed:	Permitted to receive non-hazardous (Class III) municipal solid waste from Los Angeles, Imperial, Riverside, San Bernardino, Ventura, Orange, and San Diego Counties
Total site area:	4,250 acres
Landfill refuse footprint:	2,290 acres
Precipitation:	4 inches per year
Evaporation:	100 inches per year
Depth to Groundwater:	140 to 300 feet

PROJECT DESCRIPTION

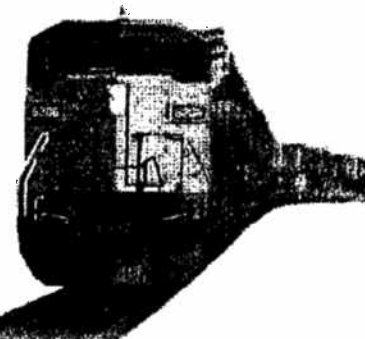
When it becomes operational in early 2009, the Mesquite Regional Landfill will be California's first operational landfill able to receive waste via rail. The landfill is located in Imperial County, approximately 200 miles east of Los Angeles along the Union Pacific Railroad adjacent to the Mesquite Gold Mine. A 5-mile rail spur will be constructed to connect the landfill to the Union Pacific Railroad mainline. The arid desert climate, distance from groundwater, proximity to the railroad, and remoteness from residential developments make the site an ideal location for a regional waste-by-rail landfill.

The waste-by-rail system currently envisioned is primarily an intermodal system. At the local materials recovery or transfer facilities, waste would be loaded into fully enclosed and sealed containers. The containers would then be trucked to a local intermodal rail yard to be placed onto rail cars. The loaded train would haul the containers over the Union Pacific mainline and then over the rail spur leading to the remote intermodal rail yard located at the landfill. From there, the containers would be loaded onto trucks and transported to the landfill for disposal. After the solid waste is disposed off at the landfill, the empty containers would be loaded onto the train at the intermodal yard for the return trip.

ENVIRONMENTAL PROTECTION

The development of the Mesquite Regional Landfill will include many innovative and state-of-the-art environmental control systems. The Mesquite Regional Landfill's planned environmental protection features include:

- Groundwater protection
- Landfill gas recovery
- Covering and compacting refuse



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- Dust and litter control
- Screening of unacceptable wastes
- Desert tortoise protection

ECONOMIC BENEFITS

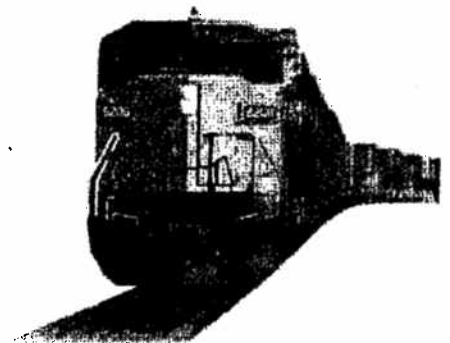
Host fees will generate up to \$17 million per year in revenue for Imperial County when the site reaches full daily capacity. The project will create up to 250 jobs in the community. Over \$100 million will be spent during the initial construction of the site, creating additional jobs and economic benefits.

PROJECT STATUS

Development of the as a landfill site is proceeding under the following schedule:

Sanitation Districts' purchase:	December 2002
Master planning:	Mid 2003 to Beginning 2005
Infrastructure design:	Beginning 2005 to End 2006
Construction of infrastructure:	Beginning 2007 to End 2008
Landfill operational:	2009
Waste-by-Rail system operational:	2011/2012

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Puente Hills Materials Recovery Facility (MRF)

Purpose: To provide waste diversion and publicly owned transfer capacity for Los Angeles County. This facility will help Los Angeles County meet the 50% diversion rate required under California law while providing for cost effective transfer of solid waste to remote landfills using transfer trucks or rail.

The Puente Hills MRF began operation in July 2005. Tonnage received at the Puente Hills MRF will ramp up, as needed, to its permitted capacity of 4,400 tons per day by 2010 when the waste-by-rail system begins operation.

Facility Owner and Operator: County Sanitation Districts of Los Angeles County

Location: 14 miles east of downtown Los Angeles, near the intersection of the 605 and 60 Freeways, adjacent to the existing Puente Hills Landfill

Project Site Area: 25 acres

MRF Building: 215,000 square feet

Load-out Bays: Six

Number of Scales: Three inbound (provision for future expansion to four inbound scales)
Two outbound

Primary Materials Recovered: Cardboard and various grades of paper from select commercial waste

Permitted Capacity: 4,400 tons per day / 24,000 tons per week

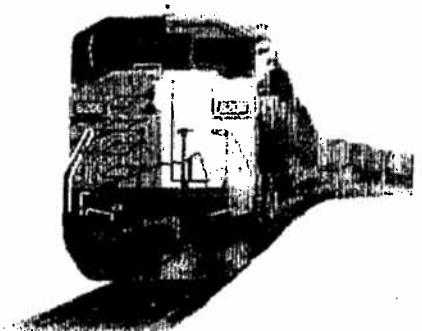
Initial Conveyor Processing Capacity: Up to 500 tons per day

Number of Employees at 500 tons per day: Up to 50

Operating Hours: Receipt of waste is limited to the off-peak hours of 9am to 4pm and 7pm to 6am. Outloading over public roads is also limited to off-peak hours. The facility may operate 24 hours a day, 7 days a week.

Flexibility in Refuse Recycling and Disposal.

The MRF processing area encompasses about 37,000 sq. ft. of the main MRF building. This allows space for a 500-tpd fiber processing line as well as a second, future line. If the recycling market and economic circumstances compel it, this processing area can be expanded further to facilitate processing of all 4,400-tpd that the facility is permitted to accept. The initial processing will be primarily focused on fiber recovery (cardboard, paper etc.). The fiber processing line incorporates one three-level star screen facilitating automated separation of cardboard and paper from the residual refuse. Workers will be used to manually sort contaminants out of the separated cardboard and paper and also to sort the paper into different grades.



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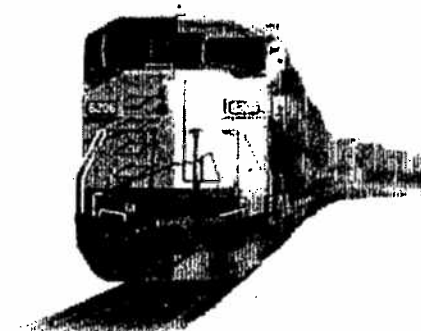
This allows the system to efficiently handle a wide variation in the recyclable content of the incoming waste stream.

Initially, the residual solid waste loads will be transported by truck to existing regional landfills within Los Angeles County and/or adjacent counties. As remaining urban landfills are exhausted, the MRF will be modified as necessary to operate as a rail container loading facility. Solid wastes would then be transported approximately 200 miles by rail to desert landfills located in Riverside and Imperial counties.

Environmental Control Features

The Sanitation Districts will employ several environmental control systems to eliminate or minimize potential impacts on the environment and surrounding areas. These measures include:

- **Dust and Litter Control** The Puente Hills MRF will be designed and operated to minimize the creation, emission, and accumulation of dust, particulates, and litter. Measures to control dust at the Puente Hills MRF will include a water misting system inside the facility to remove dust and particulates from the air, sweeping access roads and parking lots, and requiring customers to cover their loads.
- **Odor Control** The processing building has been designed with a limited number of doors and the entrance and exit doors at right angles to one another in order to contain odors and prevent a "wind tunnel" effect. The refuse load out area, where the residual waste will be loaded into trailers, is located on the back of the building at the furthest distance away from any neighbors. All loads will be discharged from trucks and processed only in the enclosed building, which is equipped with rapid open/close doors. Excessively odorous loads will not be accepted at the facility. Additionally, the Puente Hills MRF is designed to exhaust potentially odorous air as far away from adjacent properties as possible. Air is drawn into the building from the front of the building and exhausted through the roof fans located primarily on the back of the building. Roof fans over potentially odorous areas are ringed with stainless steel tubing with nozzles to distribute odor neutralizing chemicals into the exhaust air.
- **Illegally Deposited Wastes** The Sanitation Districts will continuously monitor the unloading and processing areas for the presence of illegally deposited hazardous, toxic, or infectious wastes. Additionally, detectors located at the inbound weigh scales screen every load of incoming waste for radioactivity. The Sanitation Districts will also institute a load checking program consisting of a random selection of at least one load each day for a thorough search. If unacceptable wastes are found, they will be transferred to appropriate off-site disposal facilities. Any hauler who delivers unacceptable waste will be charged for the cost of properly disposing of the waste and may face suspension or loss of disposal privileges. This program acts as a strong deterrent to illegal disposal of wastes. To minimize the amount of hazardous waste coming to the facility, the Sanitation Districts and the Los Angeles County Department of Public Works jointly sponsor weekly household hazardous waste collection days, offered free of charge to the public.



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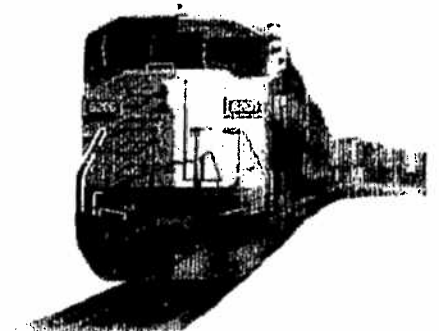
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- Green Building Design In addition to designing the facility to blend in with surrounding land uses, environmentally friendly design features and materials were used during construction. High efficiency air conditioning systems and lighting, installation of over 500 skylights, and use of occupancy sensors minimizes electricity use. Reclaimed water is used for site irrigation and in employee restrooms to reduce potable water use. Recycled materials were used throughout the project from structural and reinforcing steel to toilet partitions, carpeting, insulation, ceiling and floor tiles, and car parking lot wheel bumpers.

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July 26, 2007

Ms. Jessica Kirchner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Dear Ms. Kirchner:

Thank you for the opportunity to comment on the Notice of Preparation for the Program Environmental Impact Report (PEIR) for the Southern California Association of Governments' (SCAG) 2008 Regional Transportation Plan (RTP).

In 2006, the Orange County Transportation Authority (OCTA) Board of Directors approved a Long-Range Transportation Plan (LRTP) for Orange County and certified a PEIR on the same plan. OCTA's 2006 LRTP includes the Renewed Measure M program along with a number of other projects designed to improve the County's transportation system. In November 2006, Orange County voters approved the Renewed Measure M program by a nearly 70 percent margin, securing \$11.8 billion in additional transportation revenue between 2011 and 2041 that has not been included in prior plans.

In addition to incorporating the voter-approved transportation projects contained in the 2006 LRTP, OCTA also recommends that SCAG consider several other issues during development of the 2008 RTP and PEIR.

1. OCTA, as well as Orange County's local agencies, request that SCAG use Orange County Projections (OCP) 2006 for Orange County demographic assumptions for the upcoming RTP. Developed through a bottom-up planning process by the Center for Demographic Research at California State University, Fullerton, OCP 2006 represents Orange County's consensus recommendations for future demographic inputs.
2. OCTA encourages SCAG to include flexible high-occupancy vehicle (HOV) lane options in the upcoming RTP. As congestion grows in the region, the California Department of Transportation and the county transportation commissions need the flexibility to implement continuous access and part-time operations on HOV facilities as appropriate. OCTA also encourages SCAG to evaluate the air quality benefits and issues associated with a change in regional HOV policy.

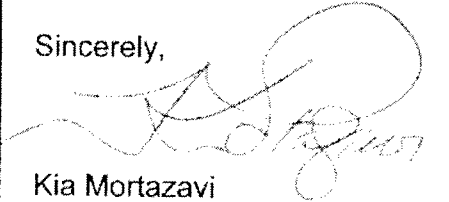
Ms. Jessica Kirchner
July 26, 2007
Page 2

3. OCTA is supportive of the California High-Speed Rail Authority's statewide high-speed rail system with an initial operating segment between Anaheim and Los Angeles. OCTA is also supportive of continued study of high-speed ground transportation between Anaheim and Ontario International Airport. OCTA encourages SCAG to include these concepts in the upcoming RTP.
4. The City of Irvine is currently pursuing a transit guideway project connecting its Great Park development to the Irvine train station. This project should be incorporated into the 2008 RTP and PEIR.
5. SCAG should ensure that any goods movement control measures incorporated into the 2008 RTP are reviewed by the county transportation commissions and do not set standards that put the region at risk of falling out of conformity with federal air quality regulations.
6. OCTA supports the goal of improving the balance between land use and transportation systems; however, OCTA urges SCAG to keep long-term regional planning the primary focus of the 2008 RTP, rather than pursuing direct construction or land-use authority related to transportation projects.
7. SCAG should continue close consultation with county transportation commissions, including OCTA, during the development of the 2008 RTP and associated PEIR.

Attached is OCTA's updated 2008 RTP project list. OCTA requests that these projects be included in the 2008 RTP.

We appreciate your consideration of these recommendations, and look forward to continuing to work with SCAG to develop a RTP that will benefit the residents of Orange County and the entire Southern California region.

Sincerely,



Kia Mortazavi
Executive Director

KM:ml
Attachment



ORANGE COUNTY COUNCIL OF GOVERNMENTS

August 29, 2007

The Honorable Jon Edney, Chair
Community, Economic and Human Development Committee
Southern California Association of Governments
818 West Seventh Street
Los Angeles, California 90017-3435

Chair Edney:

RE: SCAG Program EIR for the 2008 Regional Transportation Plan Update and Regional Comprehensive Plan

At its meeting of August 23, 2007, the Board of Directors of the Orange County Council of Governments (OCCOG) discussed three major work efforts underway at the Southern California Association of Governments (SCAG):

- the federal and state mandated 2008 update to the Regional Transportation Plan (RTP);
- the comprehensive update to SCAG's Regional Comprehensive Plan (RCP); and,
- SCAG's proposal to prepare one Program Environmental Impact Report (PEIR) that would environmentally clear both the 2008 RTP Update and the RCP.

The OCCOG Board expresses concern with the pursuit of a combined EIR that would environmentally clear both the Regional Transportation Plan and the Regional Comprehensive Plan, and respectfully urges SCAG to consider a separation of the environmental processes and environmental documents for each Plan. The OCCOG Board's recommendation is based upon the following considerations:

- 1) Both the Regional Transportation Plan and the Regional Comprehensive Plan are significant undertakings that require extensive consultation and outreach to achieve consensus.

One undertaking, the 2008 Regional Transportation Plan update, is mandated and must be adopted by early 2008 to be forwarded to state and federal agencies for approval.

The other undertaking, the Regional Comprehensive Plan, is a voluntary effort not governed by statute or deadline.

As outlined in SCAG's major issues and framework for the next Regional Transportation Plan, there are significant RTP issues need to be vetted with stakeholders, including the subregions, the county transportation commissions, the private sector, and our air quality agencies in order to achieve an RTP that can meet air quality conformity and address mobility.

The OCCOG Board shares with SCAG's policy committees and its Regional Council its belief that at this point in time, the Regional Transportation Plan is an urgent regional priority, and that we must focus our efforts to address the full plate of RTP challenges and deliver an RTP update and an attendant EIR on time to address federal and state mandates and enable critical transportation projects to move forward.

Cities

Aliso Viejo
Anaheim
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Buena Park
Costa Mesa
Cypress
Dana Point
Fountain Valley
Fullerton
Garden Grove
Huntington Beach
Irvine
La Habra
La Palma
Laguna Beach
Laguna Hills
Laguna Niguel
Laguna Woods
Lake Forest
Los Alamitos
Mission Viejo
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Villa Park
Westminster
Yorba Linda

County of Orange

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El Toro Water District
Irvine Ranch Water District
OC Sanitation District
OC Transportation Authority
OC Water District
Transportation Corridor Agencies



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Transportation Corridor Agencies

- 2) The Regional Comprehensive Plan is akin to a local jurisdiction's General Plan, setting forth policies and action statements on nine subject areas for the six-county SCAG region. It is our understanding that the last Regional Comprehensive Plan was adopted many years ago. Thus, the RCP under development would essentially constitute a new framework of policies for local jurisdictions, special districts and other agencies to consider, in conjunction with new development or re-development proposals.

The OCCOG Board recognizes that public outreach and public comment on the Regional Comprehensive Plan is essential. However, the OCCOG Board also recognizes that the planning and public outreach process on the Regional Comprehensive Plan could and should result in many comments and recommendations that are all valid, but with differing perspectives, which will warrant careful consideration and deliberation.

It is the OCCOG Board's concern that the necessary discussion and deliberations on the Regional Comprehensive Plan could endanger the compressed timeline and deadlines of the mandated Regional Transportation Plan; and that the construct of a single EIR for both the RTP and RCP could pose an unnecessary, but avoidable constraint, to timely RTP adoption.

- 3) In light of legislative proposals under consideration by State legislators, the guiding measures and action items that are proposed in the Regional Comprehensive Plan could take on a much more significant role than we currently understand. The Regional Comprehensive Plan must receive full public and local review in consideration of the possibility that proposed state legislation could place much more significance on local government implementation of the plan through the linking of transportation funding to consistency between general plans and the RCP. Separating the environmental review for the Regional Transportation Plan and the Regional Comprehensive Plan will allow for a full discussion and disclosure of the ramifications of any state law changes that affect compliance with the proposed RCP.

Further, the OCCOG Board pledges its commitment to undertake its subregional responsibilities and outreach to Orange County jurisdictions, transportation agencies, special districts, resource agencies, the private sector, and public interest groups, to request their review of the Regional Comprehensive Plan and to secure their input and recommendations on the proposed Plan policies.

Based upon these considerations and concerns, it is the OCCOG Board's recommendation that the environmental processes and environmental documents for the Regional Transportation Plan and the Regional Comprehensive Plan be separated now, to allow both Plans to move forward, yet independently, in their respective discussions, deliberations, environmental clearance and adoption.

Respectfully and on behalf of the OCCOG Board of Directors,

Dennis R. Wilberg
OCCOG Interim Executive Director



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Agencies

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Irvine Ranch Water District
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OC Transportation Authority
OC Water District
Transportation Corridor Agencies

cc: The Honorable Gary Ovitt, SCAG Regional Council President
The Honorable Alan D. Wapner, Chair, SCAG Transportation and Communications Committee
The Honorable Debbie Cook, Chair, SCAG Energy and Environment Committee
Mr. Mark Pisano, Executive Director, SCAG
Council Member Art Brown, Chair, OCCOG Board of Directors
Council Member Cheryl Brothers, Vice-Chair, OCCOG Board of Directors
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OCCOG Member Agencies
OCCOG Subregional Representatives to SCAG Policy Committees
Mr. Art Leahy, Chief Executive Officer, OCTA
Ms. Bev Perry, SCAG
Mr. Darin Chidsey, SCAG
Mr. Miles Mitchell, Chair, SCAG Subregional Coordinators Group
Mr. Kia Mortazavi, OCTA
Mr. Kurt Brotcke, OCTA
Mr. David Simpson, OCTA
Mr. Michael Litschi, OCTA
Ms. Karen Hamman, OCCOG Interim Clerk of the Board



Community Development
Department
Planning Division

July 30, 2007

SCAG-Southern California Association of Governments
Jessica Kirchner, Associate Environmental Planner
818 West Seventh Street, Twelfth Floor
Los Angeles, CA 90017-3435

**SUBJECT: NOTICE OF PREPARATION OF A PROGRAM ENVIRONMENTAL
IMPACT REPORT FOR THE 2008 REGIONAL TRANSPORTATION
PLAN AND 2008 REGIONAL COMPREHENSIVE PLAN**

Dear Ms. Kirchner:

The City of Riverside offers the following in response to the Notice of Preparation (NOP) of a Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and the 2008 Regional Comprehensive Plan (RCP). The City of Riverside is a member organization of the Southern California Association of Governments (SCAG) and could be affected through the development of both the RTP and RCP. The following comments are provided for your consideration.

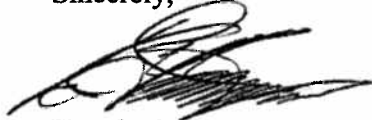
The City has recently updated its General Plan based on SCAG's population and land use projections. The updated General Plan employs Smart Growth principals that include the introduction of mixed-use and transportation-oriented land uses. SCAG should recognize that the City has two voter-approved growth control measures (Proposition R and Measure C) that effect land use in hillside and greenbelt areas of the City. As such, the City recommends that SCAG utilize the City's updated General Plan Land Use Element as the basis from which growth scenarios are developed as it is more reflective of current development and growth patterns in the City.

To assist in the preparation of the PEIR, the City offers SCAG staff access to various forms of electronic media that can be used to compose a more precise and thorough analysis.

The City reserves the right to review any future drafts of the PEIR so as to verify consistency with the City's General Plan. Please forward any future drafts of the Program Environmental Impact Report for the RTP and RCP to the City for further review.

Should you have any questions regarding this letter, please contact Moises A. Lopez, Assistant Planner, at (951) 826-5264 or by email at mlopez@riversideca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ken Gutierrez', with a stylized flourish at the end.

Ken Gutierrez, AICP
Planning Director

c: Ronald Loveridge, Mayor
Riverside City Council Members
Brad Hudson, City Manager
Michael Beck, Assistant City Manager
Tom DeSantis, Assistant City Manager
Scott Barber, Community Development Director
Siobhan Foster, Public Works Director
Tom Boyd, Deputy Public Works Director/City Engineer



COUNTY OF LOS ANGELES

DEPARTMENT OF PARKS AND RECREATION

"Creating Community Through People, Parks and Programs"

Russ Guiney, Director

July 30, 2007

Jessica Kirchner, Associate Regional Planner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Dear Ms. Kirchner:

PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)
FOR THE 2008 REGIONAL TRANSPORTATION PLAN (RTP) AND
2008 REGIONAL COMPREHENSIVE PLAN (RCP)

The Notice of Preparation for the above PEIR has been reviewed for potential impacts on the facilities under the jurisdiction of this Department. We suggest that the PEIR include the following:

1. An analysis of the impacts that RTP projects would have on existing open space and recreation lands including public parks and recreational facilities/areas. Specific impacts that should be evaluated include, but are not limited to, the following:
 - Potential loss or disturbance of existing open space and recreation lands;
 - Potential for transportation projects to cut off a neighborhood's access to a park or recreational area;
 - Potential noise impacts to park patrons as a result of RTP projects; and
 - Potential increase in air pollutant emissions (e.g. diesel/toxics) near a recreational or open space area.
2. A map identifying the location of all existing open space and recreation lands in the SCAG region, including public parks, recreational facilities, and other open space and recreational areas owned/maintained by non-profit, local, state, and federal agencies. This is important because the 2008 RTP would likely have a significant impact on open space and recreation lands as was the case for the 2004 RTP.
3. An analysis of impacts to existing and proposed trails used for hiking, biking, and horseback riding. Enclosed for your reference is a map of riding and hiking trails in Los Angeles County. For additional information on proposed trail alignments

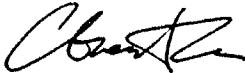
and other trail-related inquiries, please contact Ms. Sylvia Simpson, Trails Coordinator, at (213) 351-5135 or ssimpson@park.lacounty.gov.

4. At a minimum, mitigation measures to:

- Reduce conflicts between transportation uses and open space and recreation lands;
- Minimize the loss or displacement of existing park land or open space, through the acquisition of replacement land, dedication, or payment of in-lieu fees;
- Require project implementing agencies to conduct the appropriate project-specific environmental review, including consideration of loss of open space and recreation lands prior to final approval of each project;
- Require project implementing agencies to ensure that projects are consistent with local, regional, state, and federal plans to preserve parks and open space;
- Require the use of corridor realignment, buffer zones, setbacks, berms and fencing to avoid open space and recreation land; and
- Ensure that future impacts to open space and recreation lands would be minimized through cooperation, information exchange, and program development.

Thank you for including this Department in the environmental review process. If we may be of further assistance, please contact me at (213) 351-5127.

Sincerely,



Clement Lau, AICP
Park Planner

Enclosure: Los Angeles County Riding and Hiking Trails Brochure

FRIENDS OF THE NORTHERN SAN JACINTO VALLEY
P.O. Box 9097
Moreno Valley, CA 92552-9097

30 July 2007

Jessica Kirchner
Associate Environmental Planner
Southern California Association of Governments
818 West Seventh Street, 12th floor
Los Angeles, CA 90017

Dear Ms. Kirchner:

Re: Notice of Preparation of a Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and 2008 Regional Comprehensive Plan (RCP)

On July 11, 2007, the Los Angeles Times featured a story on page 1 showing the "Mid County Parkway" in western Riverside County, continuing through the mountains and into Orange County.

This road will foster the growth of tens of thousands of units next to several multi-species reserves. Somehow the cumulative impacts of this growth must be addressed. Our organization has several questions related to this roadway.

When the EIR/EIS is produced for the Mid County Parkway, will the tens of thousands of homes which it will promote be factored in? If not, when will the long-term direct, indirect, and cumulative impacts to the multi-species reserves and the mountains be addressed?

Please consider using any mitigation monies for impacts to habitats to buy lands adjacent to the San Jacinto Wildlife Area.

Why not use the right-of-way for existing major roadways, as well as additional choices of public transportation, to accommodate the predicted increase in traffic? This is preferable to spending money on the Mid County Parkway/tunnel project because it will reduce cumulative impacts that would degrade the environment and it would free more money for improved public transportation.

Please send the Friends of the Northern San Jacinto Valley notices of all meetings as well as all documents related to these projects. Thank you.

Sincerely,

Ann L. Turner-McKibben, President
(951) 924-8150
e-mail: northfriends@northfriends.org



SAN GORGONIO CHAPTER

4079 Mission Inn Avenue, Riverside, CA 92501 (951) 684-6203
Membership/Outings (951) 686-6112 Fax (951) 684-6172

*Regional Groups Serving Riverside and San Bernardino Counties: Big Bear,
Los Serranos, Mojave, Moreno Valley, Mountains, Tahquitz.*

Jessica Kirchner
Associate Environmental Planner
SCAG
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

July 30, 2007

Dear Ms. Kirchner:

Re: NOP 2008 RTP and 2008 RCP

The Moreno Valley Group of the Sierra Club appreciates you addressing some of our thoughts and concerns regarding the documents referenced above.

The 15 and 215 corridors in Western Riverside County have spawned tens of thousands of housing units and even towns. Changing any two-lane road into four-lane "parkways" or major roadways will result in the same problem which ultimately clogs the roads again and produces even poorer air quality.

Even with all the poorly paying warehouse jobs, you must show how your plans are not going to perpetuate Western Riverside County being a bedroom community for adjacent counties.

How will you accommodate all the diesel trucks for the warehousing you are not suggesting is inappropriate?

What will be the high point of diesel emission from now through each of the years until 2035? This includes PM2.5 and PM10?

How will the pollution from air traffic increase from now through each of the years until 2035?

What measures will be used to lessen these impacts?

At build-out how much will public transportation ridership increase be accommodated versus how much your proposed roads will accommodate the increase in cars and trucks?

How many people will die from the effects of air pollution for each county for each year until 2035?

What effects will air pollution have on rare/threatened/endangered species in each county? Which insects, plants and animals will be affected? What will be the cumulative effects of the pollution from these growth-inducing projects throughout the years until 2035 on each of these species?

Project level EIRS do not do justice to the above questions.

How will you protect multi-species reserves in Western Riverside County from the impacts of urbanization that your plans will foster? Two examples are Lewis Village at Lakeview and the Motte project adjacent to the San Jacinto Wildlife Area (SJWA).

Since the original NOP on what is referred to as the Mid-County Parkway said it was to connect to the tunnel through the Cleveland Mountains to Orange County, you must add the impacts of a tunnel to your environmental analysis. You must realize that the parkway traffic going west must use an already impacted Highway 91 unless another westward road is built.

During the past month both the Los Angeles Times and the Press-Enterprise connected Cajalco Road (the Mid-County Parkway) to what one called the "Cajalco tunnel." To list the Mid-County Parkway without the tunnel connecting it to Orange County would make the EIR's inadequate. It would, however, be better not to show the Mid-County Parkway, which is also an environmental justice issue with the City of Perris.

Which areas of the plan could result in environmental justice issues?

What alternatives could avoid each issue?

What exactly are the issues?

What is your plan for buying critical habitat to "mitigate" the destruction of lands (direct, indirect, cumulative and growth-inducing impacts)?

The Sierra Club would have difficulty with any money being used to acquire habitat that is easily fragmented. Lands adjacent to the SJWA must be seriously considered for "mitigation".

Earthquake faults, areas subjected to subsidence, and fissures and liquefaction need to be identified, like the Northern San Jacinto Valley. Again, do not wait until the project level environmental documents are written, which would make it difficult to change direction.

Long-term studies by USC and UCLA have shown that children and the elderly will have health problems if they live or go to school within 1200 to 2000 feet of major roadways. Your maps need to have shaded area to show those regions in which schools and senior centers must not be built. How will you provide this information to all school districts?

Major roadways connecting Moreno Valley to cities to the north result in schools which are already built in Moreno Valley suffering significant health effects. How will you prevent such roadways that connect to our city roads from becoming goods movement corridors on which trucks pass our children walking to their schools?

How will you meet the standards set by AB32 by spending so much on roadways? At full build-out of these roadways and the cumulative impacts of housing/commercial that they foster, how close will we be to those AB32 standards?

Why not just buy more open space instead and eliminate hundreds of thousands of housing units?

Please send me hard copies of all future documents and notices of meetings related to both the 2008 RTP and the 2008 RCP. Please use the address below. Thank you.

Sincerely,



George Hague
Conservation Chair
Moreno Valley Group of the Sierra Club
26711 Ironwood Avenue
Moreno Valley, California 92555-1906
Phone: 951-924-0816
Fax: 951-924-4185



City of Anaheim
PLANNING DEPARTMENT

July 31, 2007

Jessica Kirchner
Associate Environmental Planner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Subject: Notice of Preparation of a PEIR for the 2008 RTP and 2008 RCP

Dear Ms. Kirchner:

Thank you for the opportunity to comment on the scope and content of the environmental information to be evaluated in the Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP). City of Anaheim staff offers the following comments:

Anaheim Regional Intermodal Center (ARTIC)

Please incorporate within the PEIR and the RTP the land use intensities and assumptions for ARTIC, as currently analyzed in the Proposed Platinum Triangle Expansion Draft Subsequent Environmental Impact Report (DSEIR). The DSEIR is available on the City of Anaheim's website at www.anaheim.net (go to Planning Department and then to the link to Current Environmental Documents in the lower right hand corner of the page).

ARTIC is a regionally-significant project that envisions creating a world-class transportation gateway linking Southern California hotspots, business centers throughout the state, and international destinations. ARTIC will provide easy connections between The Platinum Triangle, The Anaheim Resort, the Southern California region and beyond. Moreover, ARTIC will be the catalytic transportation element in a market-driven, mixed-use environment, linking sports and entertainment venues with business, retail, and residential. The Orange County Transportation Authority (OCTA) and the City are strategically positioning ARTIC as a joint-development venture between the public agencies and the private-sector. The project exemplifies SCAG's Compass Blueprint 2% Strategy, which seeks to target future growth in key activity centers and transportation corridors.

200 South Anaheim Boulevard
P.O. Box 3222
Anaheim, California 92803

TEL (714) 765-5139

Additional High Speed Train Connections

OCTA, as lead agency, is preparing a Project Definition Report for ARTIC in partnership with the City of Anaheim. The Project Definition will identify the transit facility requirements and parking demand estimates for ARTIC. In terms of high speed train connections, only the California High Speed Rail (CHSR) and the California-Nevada Interstate Super Speed Train (Cal-Nevada) systems are assumed. Although SCAG and other regional entities are proposing additional high-speed train connections to Anaheim, these additional systems are not being considered in the ARTIC space requirements at this time. Therefore, we recommend that the impacts of any additional high-speed train connections envisioned to serve ARTIC, above and beyond the CHSR and the Cal-Nevada systems, be fully evaluated in PEIR and the RTP.

Regional Flyaway Bus Service

We understand that SCAG has recently initiated a study on regional airport flyaway bus service. Staff is interested in accelerating a flyaway bus service connection between Ontario International Airport and the existing Anaheim Stadium Amtrak/Metrolink Station and, in the future, ARTIC. We believe that flyaway bus service is needed until such time that the Cal-Nevada system is fully operational between Anaheim and Ontario International Airport. Therefore, staff requests that you work closely with the City in studying this important connection.

Goods Movement

Staff also requests that the RTP and associated PEIR analyze the projected increase in impacts on the City of Anaheim and the region resulting from increased goods movement, which moves primarily by rail. There are currently eighteen at-grade crossings along three separate railroad subdivisions traversing the City of Anaheim. Ten of the at-grade crossings are located along the Orange Subdivision (part of the LOSSAN Corridor), and four are located along the Olive Subdivision, both of which are owned by the OCTA. In addition, there are four at-grade crossings in Anaheim along the San Bernardino Subdivision (between Fullerton and Yorba Linda), which is owned and operated by the Burlington Northern Santa Fe (BNSF) Railway. Both passenger and freight trains operate on a daily basis along these three railroad subdivisions. An estimated 46 daily trains operate along the Orange Subdivision and 16 daily trains operate along the Olive Subdivision. By 2025, the Orange and Olive subdivisions will carry an estimated 83 and 24 daily trains, respectively. Moreover, the BNSF line, which carries an estimated 71 daily trains is projected to increase to 115 daily trains by 2025. We are also aware that BNSF is now running 10,000-foot trains through the region. The increased number and length of freight trains will greatly exacerbate the amount of traffic delay at all of the City's at-grade crossings. In addition to the review in the PEIR and RTP, staff requests that SCAG work with other regional agencies and the goods movement industry to mitigate the

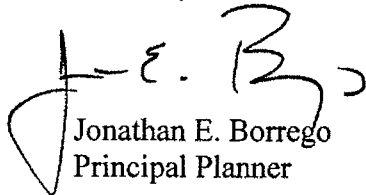
environmental impacts caused by the cargo movement in this region and to place greater emphasis on securing funds to accelerate grade-separation improvements.

Voluntary RCP Implementation

Finally, staff requests that the voluntary nature of the RCP be incorporated and clearly identified in the PEIR. If the RCP is to be used as mitigation to address impacts resulting from the RTP, it should be evaluated as an optional plan and set of policies that local governments in the SCAG region may choose to use and implement, but are not required to implement.

Again, we thank you for the opportunity to comment on the scope and content of the environmental information to be evaluated in the PEIR for the RTP and RCP as well as the content of the RTP and RCP documents. Should you have any questions regarding these comments, please contact me Danny Wu, Senior Transit Planner, at (714) 765-5183, extension 5054.

Sincerely,



Jonathan E. Borrego
Principal Planner

CC: John Lower, Traffic/Transportation Manager
Danny Wu, Senior Transit Planner



CITY OF ORANGE

COMMUNITY DEVELOPMENT DEPARTMENT

www.cityoforange.org

ADMINISTRATION
(714) 744-7240
fax: (714) 744-7222

PLANNING DIVISION
(714) 744-7220
fax: (714) 744-7222

BUILDING DIVISION
(714) 744-7200
fax: (714) 744-7245

CODE ENFORCEMENT DIVISION
(714) 744-7244
fax: (714) 744-7245

July 31, 2007

Ms. Jessica Kirchner
Associate Environmental Planner
Southern California Association of Governments (SCAG)
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

#29-07

Subject: Notice of Preparation of a Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and 2008 Regional Comprehensive Plan (RCP)

Dear Ms. Kirchner,

The City has received the Notice of Preparation of a Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and 2008 Regional Comprehensive Plan (RCP). The City of Orange (City) would appreciate consideration of the following comments regarding the NOP:

1. The City requests the EIR include the relationship between regional transportation improvements and the Southern California Air Quality Management District's (SCAQMD) recommendations that housing development be separated/buffered from transportation facilities for public health reasons in the analysis.
2. The City has particular concern about the potential implications of the SCAQMD's recommendations on SCAG's Regional Housing Needs Allocation. The City requests that the EIR analyze the RTP and RCP policies in relation to SCAQMD's guidance and how that may potentially impact potential future housing development sites in each City.
3. Since noise mitigation for private or common outdoor open space near transportation facilities can be difficult to achieve, the City is concerned about the potential for the RCP to provide direction for the development of housing near transportation facilities, while the state's Noise/Land Use Compatibility Guidelines discourage housing development in areas subject to the noise levels typically associated with the region's major freeways and rail corridors. Therefore, the City requests the noise analysis in the EIR address the relationship between residential uses and transportation facilities (freeways, roadways, rail corridors). Specific attention should be given to transportation-related noise impacts to

residential development, with a focus on train noise (horns and locomotives) and vibration, and high volume truck and auto corridors.

4. The City requests that the EIR address potential impacts of the Goods Movement aspect of the RTP on noise, air quality, and roadway infrastructure conditions in local jurisdictions.

Thank you for the opportunity to review and comment on the NOP. The City looks forward to reviewing the draft EIR. If you have any questions or concerns please contact Sharon Baik-Song, Assistant Planner/Environmental Review at (714) 744-7243 or sbaik@cityoforange.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alice Angus', with a long horizontal flourish extending to the right.

Alice Angus
Community Development Director
City of Orange

cc: Tom Mahood, City Traffic Engineer
Anna Pehoushek, Principal Planner
Sharon Baik-Song, Assistant Planner



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

July 31, 2007

Ms. Jessica Kirchner
Associate Environmental Planner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Dear Ms. Kirchner:

Notice of Preparation of a Program Environmental Impact Report For the 2008 Regional Comprehensive Plan

The County Sanitation Districts of Los Angeles County (Sanitation Districts) received the Notice of Preparation, dated June 27, 2007, for the 2008 Regional Comprehensive Plan. We appreciate the opportunity to review the document and provide comments.

As the largest sanitation agency in Southern California, the Sanitation Districts provide environmentally sound, cost-effective wastewater and solid waste management services. The Sanitation Districts are a partnership of 24 independent special districts serving about 5.2 million people in Los Angeles County. We construct, operate, and maintain facilities to collect, treat, and dispose of wastewater and industrial wastes. Individual districts operate and maintain their own portions of the collection system. Our service area covers approximately 800 square miles and encompasses 78 cities and unincorporated territories. The Sanitation Districts have adopted the goal of maximizing the beneficial reuse of the highly treated effluents produced by our water reclamation plants. We work with a number of local, regional, and state agencies and other entities in an effort to more fully develop recycled water as a "local" water supply to supplement the area's limited groundwater and imported water supply.

The Sanitation Districts are currently in the initial stages of preparing a Master Facilities Plan (MFP) for our Joint Outfall System (JOS). The JOS service area encompasses the majority of our overall service area in Los Angeles County, including 73 cities and unincorporated territories serving approximately 4.7 million people. The JOS includes the Joint Water Pollution Control Plant (JWPCP), located in the City of Carson, and six upstream water reclamation plants (WRPs). JOS facilities currently treat approximately 475 million gallons per day of wastewater and are interconnected by more than 1,200 miles of main trunk sewers with 50 pump stations. Treated wastewater from the JWPCP is discharged via two tunnels and outfalls to the Pacific Ocean approximately 1.5 miles off of the Palos Verdes Peninsula.

The MFP will be addressing the future wastewater treatment, conveyance, solids management, and effluent management needs of the entire JOS service area. A major component of the MFP will be to evaluate the need to construct a new tunnel and ocean outfall to allow for inspection and, if necessary, repair of the existing tunnel and ocean outfall system. The existing tunnels were constructed in 1937 and 1958. Since they flow full each day, they have not been inspected in almost 50 years. In addition, the hydraulic capacity of the tunnel and outfall system was nearly exceeded during a very intense 1995 storm, so the system may need to be expanded.

DOC# 824670

Ms. Jessica Kirchner

-2-

July 31, 2007

Many technical and environmental factors will first have to be considered during the planning process to determine the outcome of a new tunnel and ocean outfall. The preparation of the MFP and associated environmental reports will continue through 2009. If, at that time, the Sanitation Districts' Boards of Directors approve construction of a new tunnel and ocean outfall, final design would commence, with construction starting around 2012. It is anticipated that construction could take six to twelve years. Further information about the MFP and other Sanitation Districts' wastewater facilities plans may be found on our website at www.lacsd.org.

This letter is being submitted in addition to the July 25, 2007, comment letter provided by the Sanitation Districts regarding solid waste management. Regarding the "Water" section of the 2008 Regional Comprehensive Plan, the Sanitation Districts offer the following comments:

- Include a separate section or subsection to discuss regional wastewater management
- Include a thorough discussion of recycled water

If you have any questions or concerns, or if you are interested in receiving periodic updates on our JOS planning effort, please feel free to contact the undersigned at (562) 908-4288, extension 2703.

Very truly yours,

Stephen R. Maguin



Brian Dietrick
Senior Engineer
Planning Section

BD:ta